

## DETAILED ACTION

### Response to Amendment

1. This Office Action is in response to the Amendment filed on 16 August 2010.
2. Claims 1, 3-8, 15, 17-24, 29, 31-33, 35-36, 43, 46-51 and 57-61 have been amended.
3. Claims 1-61 are pending and have been examined in this Office Action.

### Response to Arguments

4. Applicants argue "*The Office Action implies that Sansone discloses determining routes for delivery using business rules, but fails to cite to any portion of Sansone in support of the implication.*" Respectfully the Examiner disagrees for the following: Applicants' specification in paragraph [0010] teaches that business rules may include cost consideration, delivery options, and route delay information. The Applicants' specification in paragraph [0039] teaches configurable business rules that may be dynamic because the rules may change due to changes in postal operations, such as new contracts with transporters, new laws, and new methods devised by the postal service to conduct business. Sansone in at least Column 3, lines 5-8, Fig.6A, Fig.6B, Column 13, lines 50-67, and Column 14, lines 32-61 teaches a system for improving delivery efficiency by the evaluation of delivery routes, types of carriers, selecting routes and scheduling the carriers to deliver the mail and feeding back to the data center all the associated data allowing the main station to engage in short-term planning regarding resource utilization. Therefore, the Examiner believes that Sansone supports the use of "business rules." The Applicants' specification in paragraph [0047] teaches that when a contract is negotiated with a carrier the past performance is reviewed and a new rate is fixed accordingly. Williams (US 2002/0032573 A1) in at least paragraph [0027] discloses auditing Carrier performance to collect information required to negotiate the most favorable rates with the associated Carriers. Therefore the combination of Sansone and Williams teaches "wherein business rules comprise a carrier contract obligation."

***Claim Rejections - 35 USC § 103***

5. **Claims 1-3, 5-17, 19-31, 33-46, and 48-61** are rejected under 35 U.S.C. 103(a) as being unpatentable over Sansone et al, US 5,068,797 hereafter known as Sansone further in view of Williams et al. US 2002/0032573 A1 hereafter known as Williams and incorporated by reference US 5,072,401, hereinafter known as '401 and further in view of Manduley et al, US 5,043,908 hereinafter known as Manduley.

**Claims 1, 15, 29 and 43:**

With regard to the limitations:

- ***Receiving delivery data from mail processors;***
- ***Determining, using a computer system routes for delivery based on business rules applied to the delivery data, wherein the business rules comprise a carrier contract obligation;***
- ***Assigning, using a computer system mail items to delivery carriers based on determined routes;***

Sansone in at least Column 3, lines 5-8, Fig.6A, Fig.6B, Column 13, lines 50-67, and Column 14, lines 32-61 teaches a system for improving delivery efficiency by the evaluation of delivery routes, types of carriers, selecting routes and scheduling the carriers to deliver the mail and feeding back to the data center all the associated data allowing the main station to engage in short-term planning regarding resource utilization. Sansone in at least Column 4, lines 1-20 discloses a data center with communication links and in at least Column 6, lines 22-34 discloses that the data center is computerized. Sansone in at least Fig.6B, Column 14, lines 62-67 and Column 15, lines 1-10 discloses receiving batch mail data, receiving carrier and route data and determining an optimum carrier and route.

Sansone does not specifically disclose a "carrier contract obligation". Sansone in at least Column 10 lines 65-67 and Column 11, lines 1-12 clearly states that a feature of the inventive system is to

optimize delivery of mail and improvements in efficiency and cost savings can be achieved by a judicious choice of the conversion location utilizing such factors as location of addresses and mailers, location of second stations, location of Postal Offices, resources available including manpower, equipment, urgency of mail and batch sizes, etc. Sansone in at least Fig.6A, Fig.6B and Column 14, lines 5-31 still further discloses determining the optimum carrier and route which yields a greater efficiency. However, Williams (US 2002/0032573 A1) in at least paragraph [0027] discloses auditing Carrier performance to collect information required to negotiate the most favorable rates with the associated Carriers.

Therefore, it would have been obvious, at the time of the invention, to one of ordinary skill to modify Sansone's System for Optimizing Mail Delivery by Routing with Williams' system for Auditing Carrier performance with the motivation of providing a measurement of past performance in order to develop an action plan for refining the efficiency and cost effectiveness of an agency.

- ***Transmitting, using the computer system, mail item assignment information to the mail processors;***

Sansone in at least Column 3, lines 31-48 further discloses that the data center is connected via a data communication networks or links to a plurality of user or mailer station that generate batch mailings. The data center receives from each of the mailer stations the mail parameters of each batch of mail that has been or will be generated for early delivery to the Postal Service. The data center maintains a database with up-to-date, current information on all published Postal Service regulations governing qualification of batch mailing for rate reductions or discounts. Sansone in at least Column 3, lines 49-67 further discloses the creation of data for merging parts of the individual batch mailings, or batches from some of the mailers where the criteria for this batch assembly or merging process, is to optimize delivery time, reduce costs, or both. Sansone in at least Column 4, lines 1-20 further discloses transmitting information from the data center to a second station for processing batches of mail with the merged batch data parameters to form new

merged batches, attach to them the new batch documentation, and arranging for delivery to the Postal Service in accordance with the present invention. Costs and savings from the new batching process are allocated amongst the mailers supplying the batch mailings.

- ***Monitoring the determined routes,***

Sansone in at least paragraph 12, lines 38-51 further discloses that in the same manner that the data center, knowing the mail data and U.S. Postal Service resources and logistics planning, can advantageously schedule and route carrier transport of mail from the mailers or the second station to various U.S. Postal Service depots, so can the data center assist on the selection of carriers and carrier routing for internal mail transfers between U.S. Postal Service depots. Sansone in at least Column 14, lines 32-67 and Column 15, lines 1-10 further disclose that rerouting due to the loss or reduction of the usability of one or more routes is possible.

- ***Wherein monitoring includes: receiving update information from the delivery carriers while the mail items are being delivered on the determined routes, wherein the update information relates to at least one of the routes for delivery and a capacity of the delivery carriers; and***

Sansone in at least Column 3, lines 26-30 discloses that the object of the invention is a system and method for optimizing delivery of bulk mail from mailers to a post office and from post office to post office within the Postal System and to expedite delivery to and through the Postal Service, or for reducing costs (Column 3, lines 45-48). Sansone in at least Column 1, lines 30-35 discloses that various carriers via various routes are used to transport mail by truck, airplane or train. Sansone in at least Column 4, lines 58-62 further discloses that the data center can supply information that can be used for carrier selection and carrier routing. Sansone in at least Column 8, lines 38-67 further discloses the data exchange between the central station and the user station for communicating changes in carrier routes to minimize the amount of improperly addressed and delivered mail.

Sansone in at least Figs. 4A and 4B and Column 9, lines 38-64 discloses the transmittal and reception of data via the communication link (dotted lines) and the movement of physical mail (indicated by solid lines) for use in the delivery of merged batches of mail and individual batches to various stations external to the Postal Service or internal to the Postal Service. Sansone in at least Fig.4A, Column 10, lines 32-64 and Column 12, lines 19-37 further discloses several carriers each associated with different routes and the selection of the carrier.

Sansone in at least Column 3, lines 16-19 discloses the incorporation by reference of 07/416,737 (US 5,072,401). In '401 Column 8, lines 33-67 and Column 9, lines 1-29 it is discloses that data exchange between the central station and the user station can consist of receiving usage information from the user, and based on the processing of the user information, information from the central station may be down loaded to the user and can consist of advisory procedures (changes in postal charges), changes in carrier routes, address changes, etc. Further discloses in '401, Column 9, lines 47-60 the use of logistics planning to expedite the processing of bulk mail internally at the Postal Service and externally at the mail processors of the Postal Service.

Sansone '401, in at least Column 11, lines 60-67 and Column 12, lines 1-31 further discloses that the system is able to organize and coordinate carrier pick-up, routing, and delivery of batch mail between stations and can be used to expedite mail processing with the Postal System. The data center of the Postal Service maintains a data base of facilities, resources available, and workloads, and thus can provide as service information that will enable the Postal Service to process arriving mail more efficiently. The example provided discloses that knowing workloads and periods when a particular depot is busy, the second station could be instructed to time its delivery of the new batches to a depot during a slack period or while all or extra personnel are available to handle the increased work-load. Also discloses is that delivery could be routed and scheduled to a depot having the proper equipment.

Sansone and Sansone '401 do not explicitly disclose that route adjustments/changes occur while the mail is being delivered, however Manduley in at least Figs 6-9 and Column 2, lines 55-67 and

Column 3, lines 1-8 discloses that the continuous monitoring and the up-to-the-minute information on the state of the delivery system provides for early warning of problems where swift corrective action can be taken to avoid or mitigate such problems. Manduley in at least Column 3, lines 9-16 further discloses that a further feature of the invention is for the system not only to report arrival delays, but also automatically, if possible, expedite the remaining delivery schedule to make up for the lost time. For instance, the data center could recalculate the remaining routes, with the objective being speed instead of, say, cost, which would allow the delayed mail pierce to make up for earlier delays in its passage along its scheduled route.

It would have been obvious, at the time of the invention, to one of ordinary skill to combine the well known route monitoring elements of Sansone and Sansone '401 with the equally well known continuous monitoring of mail and route elements of Manduley with the motivation to anticipate and correct any delivery problems as quickly as possible.

- ***Dynamically reassigning the mail items to different delivery carriers based on the update information received from the delivery carriers during monitoring.***

Sansone in at least Column 3, lines 16-19 discloses the incorporation by reference of 07/416,737 (US 5,072,401). In '401 Column 8, lines 33-67 and Column 9, lines 1-29 it is discloses that data exchange between the central station and the user station can consist of receiving usage information from the user, and based on the processing of the user information, information from the central station may be down loaded to the user and can consist of advisory procedures (changes in postal charges), changes in carrier routes, address changes, etc. Further discloses in '401, Column 9, lines 47-60 the use of logistics planning to expedite the processing of bulk mail internally at the Postal Service and externally at the mail processors of the Postal Service.

Sansone '401, in at least Column 12, lines 16-31 further discloses that mail transported by different carriers may be rerouted to different depots based on the available resources and because mail delivery could be expedited.

In '401, in at least Column 12, lines 32-47 further discloses that in the same manner that the data center, knowing the mail data and USPS resources and logistics planning, can advantageously schedule and route carrier transport of mail from mailers or a second station to various USPS depots, the data center can also assist the Postal Service on its selection of carriers and carrier routing for internal mail transfers between the USPS depots to other carriers which are engaged (contracted) to convey mail between USPS depots.

In '401, in at least Column 12, lines 48-67 further discloses that the proximity of a second station to a USPS depot, the type of automated processing equipment could be a determining factor on where mail is routed.

In '401, in at least Column 14, lines 1-56 and Column 16, lines 24-67 further discloses that the data center, interconnected to the user stations and USPS offices may change carriers and routes when conditions arise in which a greater efficiency arises by employing different routes or carriers thereby resulting in an increase in the transit efficiency. The data center employs information regarding the capacity of various carrier and routes as well as quantity, volume, and destination information to determine the most efficient use of the various carriers and routes and is especially useful in the event of an emergency that results in the loss or reduction of usability of one or more of the routes.

**Claim 57:**

With regard to the limitations:

- ***Receiving delivery data from mail processors;***
- ***Determining routes for delivery using delivery data and business rules;***
- ***Assigning mail items to delivery carriers based on determined routes,***

Sansone in at least Column 3, lines 5-8, Fig.6A, Fig.6B, Column 13, lines 50-67, and Column 14, lines 32-61 teaches a system for improving delivery efficiency by the evaluation of delivery routes,

types of carriers, selecting routes and scheduling the carriers to deliver the mail and feeding back to the data center all the associated data allowing the main station to engage in short-term planning regarding resource utilization. Sansone in at least Column 4, lines 1-20 further discloses printing mail batch or manifest information. Sansone in at least Column 4, lines 26-35 discloses selecting carriers and routing of carriers to reduce expenses. Sansone in at least Column 8, lines 57-67 further discloses "***changes in carrier routes***" which are used by the data center to sanitize the mailing address list used by the mailing equipment to route the mail to the new assigned route. Sansone in at least Column 11, lines 16-21 discloses computing a route for the carrier, (Col. 11, lines 33-36) further discloses creating mail batches and their assorted printed documentation and in Col.11, lines 64-67 organizing and scheduling carrier pick-up, routing, and delivery of batch mail to the second station.

- ***Wherein the assignment is based on business rules applied to the delivery data and wherein the business rules comprise a carrier contract obligation;***

Sansone does not specifically disclose a "carrier contract obligation". Sansone in at least Column 10 lines 65-67 and Column 11, lines 1-12 clearly states that a feature of the inventive system is to optimize delivery of mail and improvements in efficiency and cost savings can be achieved by a judicious choice of the conversion location utilizing such factors as location of addresses and mailers, location of second stations, location of Postal Offices, resources available including manpower, equipment, urgency of mail and batch sizes, etc. Sansone in at least Fig.6A, Fig.6B and Column 14, lines 5-31 still further discloses determining the optimum carrier and route which yields a greater efficiency. However, Williams (US 2002/0032573 A1) in at least paragraph [0027] discloses auditing Carrier performance to collect information required to negotiate the most favorable rates with the associated Carriers.

Therefore, it would have been obvious, at the time of the invention, to one of ordinary skill to modify Sansone's System for Optimizing Mail Delivery by Routing with Williams' system for Auditing Carrier performance with the motivation of providing a measurement of past

performance in order to develop an action plan for refining the efficiency and cost effectiveness of an agency based on selecting the route assignment for delivery of mail.

- ***Receiving information indicating reassignment of the mail items after a dynamic reassignment to a different delivery carrier based on monitoring the delivery route after the mail items are assigned to the delivery route,***

Sansone in at least paragraph 12, lines 38-51 further discloses that in the same manner that the data center, knowing the mail data and U.S. Postal Service resources and logistics planning, can advantageously schedule and route carrier transport of mail from the mailers or the second station to various U.S. Postal Service depots, so can the data center assist on the selection of carriers and carrier routing for internal mail transfers between U.S. Postal Service depots. Sansone in at least Column 14, lines 32-67 and Column 15, lines 1-10 further discloses that rerouting due to the loss or reduction of the usability of one or more routes is possible.

- ***Wherein monitoring includes receiving update information from the previously assigned delivery carrier while the mail items are being delivered on the assigned delivery route, the update including information concerning at least one of a previously assigned delivery route and a capacity of the previously assigned delivery carrier; and***

Sansone in at least Column 3, lines 26-30 discloses that the object of the invention is a system and method for optimizing delivery of bulk mail from mailers to a post office and from post office to post office within the Postal System and to expedite delivery to and through the Postal Service, or for reducing costs (Column 3, lines 45-48). Sansone in at least Column 1, lines 30-35 discloses that various carriers via various routes are used to transport mail by truck, airplane or train. Sansone in at least Column 4, lines 58-62 further discloses that the data center can supply information that can be used for carrier selection and carrier routing. Sansone in at least Column 8, lines 38-67 further discloses the data exchange between the central station and the user

station for communicating changes in carrier routes to minimize the amount of improperly addressed and delivered mail.

Sansone in at least Figs. 4A and 4B and Column 9, lines 38-64 discloses the transmittal and reception of data via the communication link (dotted lines) and the movement of physical mail (indicated by solid lines) for use in the delivery of merged batches of mail and individual batches to various stations external to the Postal Service or internal to the Postal Service.

Sansone in at least Column 3, lines 16-19 discloses the incorporation by reference of 07/416,737 (US 5,072,401). '401 does not specifically disclose real time monitoring per se, however in '401 Column 8, lines 33-67 and Column 9, lines 1-29 it is disclosed that data exchange between the central station and the user station can consist of receiving usage information from the user, and based on the processing of the user information, information from the central station may be down loaded to the user and can consist of advisory procedures (changes in postal charges), changes in carrier routes, address changes, etc. Further disclosed in '401, Column 9, lines 47-60 the use of logistics planning to expedite the processing of bulk mail internally at the Postal Service and externally at the mail processors of the Postal Service.

Sansone '401, in at least Column 11, lines 60-67 and Column 12, lines 1-31 further discloses that the system is able to organize and coordinate carrier pick-up, routing, and delivery of batch mail between stations and can be used to expedite mail processing with the Postal System. The data center of the Postal Service maintains a data base of facilities, resources available, and workloads, and thus can provide as service information that will enable the Postal Service to process arriving mail more efficiently. The example provided discloses that knowing workloads and periods when a particular depot is busy, the second station could be instructed to time its delivery of the new batches to a depot during a slack period or while all or extra personnel are available to handle the increased work-load. Also discloses is that delivery could be routed and scheduled to a depot having the proper equipment.

In '401, in at least Column 12, lines 32-47 further discloses that in the same manner that the data center, knowing the mail data and USPS resources and logistics planning, can advantageously schedule and route carrier transport of mail from mailers or a second station to various USPS depots, the data center can also assist the Postal Service on its selection of carriers and carrier routing for internal mail transfers between the USPS depots to other carriers which are engaged to convey mail between USPS depots.

In '401, in at least Column 14, lines 1-56 and Column 16, lines 24-67 further discloses that the data center, interconnected to the user stations and USPS offices may change carriers and routes when conditions arise in which a greater efficiency arises by employing different routes or carriers thereby resulting in an increase in the transit efficiency. The data center employs information regarding the capacity of various carrier and routes as well as quantity, volume, and destination information to determine the most efficient use of the various carriers and routes and is especially useful in the event of an emergency that results in the loss or reduction of usability of one or more of the routes. Therefore, it would have been obvious, at the time of the invention, to one of ordinary skill to modify the disclosures of Sansone/Williams/'401 to dynamically adjust the reassignment of mail items to different carriers and routes and to update all the parties with the motivation of allowing each affected carrier to adjust their resources based on the most current information.

Sansone and Sansone '401 do not explicitly disclose that route adjustments/changes occur while the mail is being delivered, however Manduley in at least Figs 6-9 and Column 2, lines 55-67 and Column 3, lines 1-8 discloses that the continuous monitoring and the up-to-the-minute information on the state of the delivery system provides for early warning of problems where swift corrective action can be taken to avoid or mitigate such problems. Manduley in at least Column 3, lines 9-16 further discloses that a further feature of the invention is for the system not only to report arrival delays, but also automatically, if possible, expedite the remaining delivery schedule to make up for the lost time. For instance, the data center could recalculate the remaining routes,

with the objective being speed instead of, say, cost, which would allow the delayed mail pierce to make up for earlier delays in its passage along its scheduled route.

It would have been obvious, at the time of the invention, to one of ordinary skill to combine the well known route monitoring elements of Sansone, Williams and Sansone '401 with the equally well known continuous monitoring of mail and route elements of Manduley with the motivation to anticipate and correct any delivery problems as quickly as possible.

- ***Printing labels containing mail item routing information.***

Sansone in at least Column 4, lines 1-20 discloses printing mail batch or manifest information and providing this information to the sorting station which then processes the batch mail in accordance with the merged batch data parameters to form new merged batches, attaching to them the new batch documentation, and arranging for delivery to the Postal Service.

**Claims 2-3, 5-10, 16-17, 19-24, 30-31, 33-38, 45-46, and 48-53:**

With regard to the limitations:

- ***Route determination includes processing active, planned and closed routes.***
- ***Route determination includes cost consideration information,***
  - ***Route delays due to weather,***
  - ***Route closures based on information from the delivery carriers.***
- ***Cost consideration includes determining a lowest cost service window.***
- ***Cost consideration includes delivery option information.***
- ***Delivery options include a combination of at least one of aircraft, train, motor vehicle and ship.***

Sansone in at least Column 14, lines 32-58 discloses route determination of active, planned and closed routes with respect to the delivery options or carrier capability. Sansone does not disclose weather delays per se; however in at least Column 14, lines 58-61 discloses interrogating the data center as being useful in the event of an emergency that results in the loss or reduction of

usability of one or more of the routes. Therefore, it would be obvious, at the time of the invention, to one of ordinary skill in the art that weather delays are one type of emergency.

Sansone in at least Fig.6B, Column 14 lines 62-67 and Column 15, lines 1-10 discloses route and carrier optimization to reduce costs. Sansone in at least Column 17 further discloses employing data center information to adjust staff levels and transportation facilities, etc. Sansone in at least Column 18, lines 6-19 discloses the data center in communication with mailers can advise mailers and the Postal system on choice of carriers and routing to optimize mail batch deliveries.

**Claims 11-14, 25-28, 39-42, 44, and 54-56:**

With regard to the following limitations:

- ***Creating an assignment manifest, in hardcopy and electronic form.***
- ***Transmitting the assignment manifest to at least one delivery carrier.***
- ***Tracking deliveries of mail items using a performance manager.***
- ***System utilizes a network for communication.***

Sansone in at least Column 3, lines 1-8, Column 4, lines 1-62, and Column 13, lines 33-49 discloses a station interconnected with a communications network link with the data center for exchanging manifest information, selecting carrier and routing of carriers, tracking deliveries to reduce expenses and sharing any expense reduction with the mailers by the way of extra discounts. Therefore, Sansone meets or exceeds the inventor's limitation regarding the creation and communication of an assignment manifest to the appropriate carrier and tracking deliveries to measure performance.

**Claims 58-59 and 60-61:**

With regard to the limitations:

- ***Adjusting at least one business rule based on the measured performance.***
- ***Using measured performance to adjust a route.***

Sansone, does not specifically disclose the limitations above, per se, however Sansone in at least Column 3, lines 22-25 states that the principal objective of the invention is to provide a system and apparatus that enables a more efficient and effective use of the postal facility. Sansone in at least Column 10 lines 65-67 and Column 11, lines 1-12 clearly states that a feature of the inventive system is to optimize delivery of mail and improvements in efficiency and cost savings can be achieved by a judicious choice of the conversion location utilizing such factors as location of addresses and mailers, location of second stations, location of Postal Offices, resources available including manpower, equipment, urgency of mail and batch sizes, etc. Sansone in at least FIG.6A, FIG.6B and Column 14, lines 5-31 still further discloses determining the optimum carrier and route which yields a greater efficiency. Furthermore, Williams (US 2002/0032573 A1) in at least paragraph [0027] discloses auditing Carrier performance to collect information required to negotiate the most favorable rates with the associated Carriers.

Therefore, it would have been obvious, at the time of the invention, to one of ordinary skill to modify Sansone's System for Optimizing Mail Delivery by Routing with Williams' system for Auditing Carrier performance with the additional feature of using the performance data to not only negotiate the most favorable rates, but also to alter the routing and delivery process with the motivation of providing a measurement of past performance in order to develop and implement an action plan for improving the efficiency of an agency's routing and delivery of packages.

6. **Claims 4, 18, 32 and 47** rejected under 35 U.S.C. 103(a) as being unpatentable over Sansone in view of Williams and incorporated by reference US 5,072,401 ("401") and further in view of Manduley as applied to claims 3, 17, 31 and 46 above, and further in view of OFFICIAL NOTICE and NPL\_SDB.

**Claims 4, 18, 32 and 47:**

With regard to the following limitation:

- ***Wherein cost consideration information includes overriding a lower cost option due to the carrier contract obligation.***

Sansone, Williams, '401 and Manduley do not disclose the limitation above, OFFICIAL NOTICE is taken that it is old and well known that contractual obligations derived from contract set asides and "socially and economically disadvantaged individuals" ("SDBs") when contracting with city, state and federal governing bodies may not be at the lowest cost possible such as evidenced in NPL\_SDB which describes the 1207 Program for defense contracts and subcontracts and authorized the DOD to raise the bids of non-SDB bidders by as much as ten percent above the fair market price per contract. Rothe which is not a SDB submitted the lowest bid, a SDB bidder submitted the next lowest bid which based on the 10 per cent adjustment applied to Rothe made the SDB bidder the lowest bidder. Therefore, it would have been obvious to one having ordinary skill, at the time of the invention to require Sansone, Williams, '401 and Manduley to override the lower cost option due to the carrier contractual obligation with the motivation to comply with the contractual obligation.

### **Conclusion**

7. Applicant's amendment necessitated the new ground(s) of rejection presented in this Office action. Accordingly, **THIS ACTION IS MADE FINAL**. See MPEP § 706.07(a). Applicant is reminded of the extension of time policy as set forth in 37 CFR 1.136(a).

A shortened statutory period for reply to this final action is set to expire THREE MONTHS from the mailing date of this action. In the event a first reply is filed within TWO MONTHS of the mailing date of this final action and the advisory action is not mailed until after the end of the THREE-MONTH shortened statutory period, then the shortened statutory period will expire on the date the advisory action is mailed, and any extension fee pursuant to 37 CFR 1.136(a) will be calculated from the mailing date of the advisory action. In no event, however, will the statutory period for reply expire later than SIX MONTHS from the date of this final action.

8. Any inquiry concerning this communication or earlier communications from the examiner should be directed to PAUL DANNEMAN whose telephone number is (571)270-1863. The examiner can normally be reached on Mon.-Thurs. 6AM-5PM Fri. off.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Florian Zeender can be reached on 571-272-6790. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from a USPTO Customer Service Representative or access to the automated information system, call 800-786-9199 (IN USA OR CANADA) or 571-272-1000.

/Paul Danneman/

Examiner, Art Unit 3627

6 November 2010

*/F. Ryan Zeender/*

**Supervisory Patent Examiner, Art Unit 3627**